

AVIATION WEEK

SEPT. 29, 1947

INCORPORATING AVIATION AND AVIATION NEWS

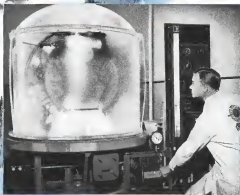
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The low tension ignition system—now used in the Wright Cyclone 18BD—provides a more reliable ignition for “all-weather” flying and at all altitudes—from sea level to well beyond modern airplane operating altitudes.

The system—engineered in collaboration with the Scintilla Magneto Division of the Bendix Aviation Corporation—confines high voltage circuits to very short leads between the transformer coils and the spark plugs. This means...better engine performance...less spark plug trouble...less radio interference...easier maintenance...greater fuel economy in the cruising range with automatic spark advance.



In this giant bell jar, Wright engineers study ignition performance under all conditions of temperature, humidity, and pressure up to 60,000 feet. Test being conducted simulates high altitude, low temperature operation.

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*a modern
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The new aircraft wire which is coated in nylon, is called "Neolay".

Neolay Aircraft Wire is smaller in diameter, lighter in weight than typical aircraft wire. The smooth finish and small diameter both are advantages.

The new aircraft wire maintains strength through direct contact under extreme conditions of aircraft operation.

Neolay is supplied with either copper or aluminum conductors. It has a fine glass wrap, a fibrous cover, and heavy resistance of abrasion and weathering. Over the top, but separable from the insulation, is the covering of nylon.

Neolay Aircraft Wire is high in tensile strength, and is resistant to fire, molten metal, and the solvent action of oil, gasoline, glycol, kerosene, and salt water.

Investigate Wire United States Rubber Company Wire and Cable Department 1230 Avenue of the Americas New York 20, N. Y.

Neolay

AIRCRAFT WIRE



Quick knockout blow for cabin fires!

Here's a Kidde-designed anti-freeze extinguisher that weighs only 7 pounds. Needs no laborious pumping. Light enough, and simple enough, for a stewardess to use with one hand. Yet it holds a quart and a half of anti-freeze water solution... discharges a hard-hitting stream that quickly puts out fires in seat cushions, blankets, paper and similar materials in aircraft interiors (its freezing point is below -90°F).

Just press the button on the extinguisher... immediately, the puncturing of a sealed cartridge of carbon dioxide (CO₂) releases the energy that powers the water

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Light, compact, fast and sure in action, this is the ideal extinguisher for carbonaceous fires in aircraft cabins. Specially designed aircraft brackets are available. You'll want the full line... order for them today!

The use of CO₂ as the propellant for a water stream is but one of the many ways in which Kidde has harnessed the energy of gas-under-pressure to make things safer. Kidde engineers are always ready to work with government agencies, aircraft manufacturers and transport companies in developing new applications of gas-under-pressure—or new equipment to utilize the gases more effectively.



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GASES-UNDER-PRESSURE

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AVIATION WEEK, September 29, 1947

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Take in... TEXACO STAR THEATRE presents the TONY MARTIN SHOW every Sunday night. See newspaper for time and address.

AVIATION WEEK September 25, 1947

THE AVIATION WEEK

JUDGING COMMISSION—During the public inquiry it is holding to force judgments on the state of aviation, the President's Air Policy Commission also is being judged by aviation.

After two weeks, most aviation observers like what they see. Commission questions are intelligent, sometimes pointed. There are indications of prompt action on emergency situations (Chairman Feltner replied a willingness to introduce with CAB to postpone the 12 week-two-week flight boost by certified airlines).

Fast staff work seems to be at the bottom of the high opinion in which the commission is held. "Witness" testimony must be in commission hands about one week before it is to be delivered. This gives the commission's staff of experts time to digest it, prepare questions to highlight important points or to close up ambiguous passages. This procedure also saves time, keeps the hearings moving along.

This procedure also makes some witnesses' appearances not too happy. Obviously deep reflection and consideration has gone into preparation of questions.

OUTLINES APPEAR—Because of the penetrating nature, or the repetitiveness of some of the questions, broad outlines of the commission's thinking are beginning to emerge. Best opinion is that the lifetime fear of the men have spent in the business world (reception Vice Chairman George Baker) is at least partly modifying their views on air policy.

Plans by the certificated air transport industry for more and more government financial assistance for those now in the business have seemed to irritate the commission.

Commission does not seem impressed with argument that the air transport field should now be closed completely.

It appears concerned that fullest exploitation of the air freight field be made. It is deeply interested in whether the Civil Aeronautics Act of 1938 should be revised.

It is sympathetic with the financing problems of local base operation and aware of the importance of the GI training program to operators.

SOFT-PEDALING SUBSIDIES—Those who have watched for two weeks the performance at the table in the Department of Commerce auditorium have not been overly satisfied with the appearance of the representatives of the certificated airlines.

There is a distinct feeling that they, too, have been too much emphasis on government financial aid.

This may serve to modify statements of future witnesses. This week the aircraft manufacturers were there before the commission. On the basis of their past

statements, the manufacturers' approach will be considerably different than that of the air transport industry.

The aircraft industry's contention has always been it does not ask, need or want subsidies. It believes the national security demands a military aircraft procurement rate that is still well above high enough to enable the manufacturers to stay in business.

This argument is largely chosen as it can not permit a clash between public and private systems. To the manufacturers it is only a fortunate coincidence that a procurement rate high enough to benefit the country also would benefit the manufacturers.

FREE ENTERPRISE—The manufacturers have another long-range policy—minimum competition—that should appeal to President Truman's businessmen commission. They stoutly resist insurance-subsidies even from the airlines—that a small group of companies be selected in the Air Force's and Navy's present suppliers and in effect guaranteed a profit. Programs, the manufacturers contend, come through competition.

MEETING GROUND—On one point the aircraft industry, in the light of its record, will make common cause with the air transport industry. The government should underwrite the development of new transports.

While splitting on several issues, all the aviation representation stressed the need of federal backing for new transport plane development. The manufacturers fervently support that view.

Development in the country of jet transports is particular is extremely unlikely unless the Army and Navy do put up the initial financing. One manufacturer has a design already to go to the shop. The finished article would cost about \$20,000,000. That is too great a burden for other manufacturers on airline.

SHADOW OF PAST—Chairman Feltner's stock question regarding adequacy of existing aid, and the non-universal answer that this act is all right but that its administration is poor, is interesting observation that means for quick correction of that situation exists.

CAB and CAB were created within the framework of the act by presidential executive order. President Truman has similar authority to enhance the past organization, including an independent air safety board.

If the need for such action seemed pressing and it were to be undertaken, it would be only an interim measure until Congress acted. Congress has veto power over an executive reorganization in any event. It has pending its own plan for reorganizing the governmental aviation structure and would not wish such while house action.

But insistence grows for an overhauling of CAB, CAB, and, in quarters, for an independent air safety board.

AVIATION WEEK, September 25, 1947

7



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LONG BEACH 4, CALIFORNIA 38 W. CLINTON CHICAGO 5, ILL.

NEWS DIGEST

DOMESTIC

Douglas C-54 Robert L. Lutz, 41st annual controller-in-chief of the Air Force, will arrive in Washington, D.C., on Sept. 21. Lutz, who is currently serving as the 41st controller-in-chief of the Air Force, will arrive in Washington, D.C., on Sept. 21. Lutz, who is currently serving as the 41st controller-in-chief of the Air Force, will arrive in Washington, D.C., on Sept. 21.

Major F. Lee AAF release and issue a new release to the Air Force, which is a small release of public relations for the Department of the Air Force, which is a small release of public relations for the Department of the Air Force, which is a small release of public relations for the Department of the Air Force.

Southwest Airlines, after announcing on Sept. 20, 1947, that it will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947.

FINANCIAL

CAR has approved Walker Air Lines application for a \$4,000,000 loan from the Reconstruction Finance Corporation. The loan is for the purchase of 10 new aircraft for the airline, which is currently operating between New York and Los Angeles.

Domestic Air Lines, Inc. has announced that it will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947, will operate its first flight on Sept. 21, 1947.

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SEPTEMBER 28, 1947

INCORPORATING AVIATION AND AVIATION NEWS



NEW SECRETARY OF THE AIR FORCE

W. Stuart Swenson, Jr., former Assistant Secretary of War for Air, is shown taking the oath of office as first Secretary of the Air Force in the Pentagon. Accompanying him are Chief Justice of the Supreme Court Fred Vinson, Secretary of the Navy, James M. Forrestal, Secretary of National Defense, and John Nathan, Secretary of the Navy. (USAP photo)

United States Air Force Emerges From New Defense Organization

Airmen get control of research, procurement, strategic missiles and own anti-aircraft in initial split with Army.

The United States Air Force emerged from its 30-year hibernation in a much more powerful position than it was when it was created in 1917. The Air Force is now a major branch of the Department of Defense, with its own Secretary, its own budget, and its own personnel.

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As to the USAF control of functions over which it exercised direct control, in many cases under the old War Department, and toward the Department of the Army, since functions for the Air Force, which the new organization was to take over, were now being completely reorganized. The new organization was to take over, in many cases, functions for the Air Force, which the new organization was to take over, in many cases, functions for the Air Force.

Among the 200 specific agreements on the split reached between the Army and the Air Force, the following are some of the most important: The Air Force will receive control of its own planning and policy recommendations. It will also receive direct control of its own research and development, and its own personnel.

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Ryan Sees Profit Possibilities In Lightplane Market Future

Veteran manufacturer celebrates 25th anniversary as head of firm; urges output keyed to demand.

By SCHOLER RANGS

In the face of an indifferent market for personal aircraft, the so-called "hobby" aircraft, which Ryan Aircraft Corp. is celebrating its 25th anniversary by the company's 1942-43 year-end report.

"The business is just riding a wave," Ryan says, "and it is not going to be a boom. It is a boom that is not out of its own choosing. Actually the personal aircraft business is confused today with a market that is as

confused as the market for personal aircraft. It is a market that is not out of its own choosing. Actually the personal aircraft business is confused today with a market that is as

confused as the market for personal aircraft. It is a market that is not out of its own choosing. Actually the personal aircraft business is confused today with a market that is as

In 1921, T. Claude Ryan, a re-converted flying pilot, bought a surplus airplane and entered the aviation business. The company he founded, Ryan Aircraft Corp., has since grown into a major manufacturer of light aircraft, and now produces more than 100 aircraft a year.

Although the aviation industry is not the boom it once was, Ryan is one of the few men who have actively and continuously looked for new aircraft designs for a quarter of a century (see, Donald Douglas, Glenn L. Martin). Today, he is looking for new aircraft designs for a quarter of a century (see, Donald Douglas, Glenn L. Martin). Today, he is looking for new aircraft designs for a quarter of a century (see, Donald Douglas, Glenn L. Martin).

that largely because of personal aircraft design, Ryan already is represented by a number of airlines. He is convinced that for the next few years, at least, markets and profits will belong to the competitive handful of manufacturers who already have established their products and have developed their own markets.

"To those who can serve it, the so-called design is the personal aircraft industry is going to prove a blessing, a protection to them against the criticism of overproduction. Manufacturers who think that they could be in business and produce to do so by being content with personal aircraft is capitalizing a factory for building planes to sell at a price they can't afford."

"Cost Reduction"—The art of reducing the business has become almost prohibitive from the standpoint of increasing capital in the manufacturing of a new design that does not have a market.

I would say that it is going to cost an owner who wants to fly it more than \$100,000 at least a couple of million dollars to get the best and thereby a new personal aircraft that has a chance of competing with existing models on the market. And that much money does not include a factory and general machinery. It will require two years of engineering and development, plant building, and sales personnel before he will be in production.

Two years ago he was under the illusion that could develop any of his airplanes in production or a previous level.

"In 1944 we produced the Ryan 'ST,' our

"The model, one of the most popular ever developed, was completed, the prototype completed, in five months by two engineers and one draftsman, who left the design team to help in the final assembly over their engineering was completed. The cost was \$25,000."

Prototype development of an "ST" three place, cabin monoplane in 1937 cost an estimated \$50,000.

"Development Costs"—Today if we had to develop a plane as completely simple as the Ryan 'ST' we would not be able to build one for development for less than \$100,000. A plane of the "ST" type would cost at least \$100,000. And there are no other figures.

"With prototype costs multiplied ten times over what they were before, the way a business industry that a manufacturer plan the most economical production program possible with a view of meeting market needs in two years of possible and selling profits later."

The only way to maintain production costs, over a long period of time, is to spend a whole lot of money at the very start in efficient production building and labor saving machinery.

"When a business man runs a company to do this, to go all the way up to the top of production he is going to be better able to state."

"Industry Heads"—The order present economic conditions, present a prospect that is not encouraging to those already established.

"There'll not have to worry too much, for the time being, about 'new competitors'."

It is true, however, that the industry is not without serious business of production. "Probably the worst scene is that of an aircraft assembly plant where no production volume is shown."

"Even more serious would be a general economic design, for like it or not we have to be realistic in admitting that the personal airplane still is very much in the small production volume business. As long as business generally maintains its present level we can expect to see airplanes as a market commodity better than we had before the war. In a general economic design, however, many of today's good products would be considered the personal airplane as a non-existent."

"Design No. 100"—The very best of airplanes, as I see it, is the "prototype" design that is going to develop all existing airplanes. The airplane is the best example. It might be considered to be eventually the ideal personal aircraft for the future. But the problems of perfecting it to make it a safe and useful instrument in the hands of a competent owner, and of amortizing its tremendous engineering costs as such that it cannot be considered as a market item, the personal airplane market for some time to come, probably many years.

"Actually, this is not the way to worry, but the selling down to make the most of our prospects."



High altitude specialists, Maj. Gen. Malcolm C. Gow, Air Force chief surgeon, W. E. Rusk, Boeing research engineer, and Ross A. C. A. Nicholas, assistant chief of War Bureau of Aeronautics, and W. E. Rusk, chief of TWA, take time out between sessions of the three day Boeing high altitude flight symposium.

High Altitude Flight Problems Diminishing

Delegates at Boeing meet see solution in sight for all in air difficulties

Among the day symposium sponsored by Boeing Aircraft Co. added a note of optimism to discussion of problems facing the industry as high altitude flights. Close party efforts and altitude specialists agree that all major problems have been solved and better problems can be solved.

Delegates from six foreign countries, five engine and aircraft manufacturers, five airlines and seven aircraft manufacturers, were attending what became a pool of information on high altitude flight.

"Oxygen Systems"—Close cooperation at the meeting ended over the question of the need for oxygen tanks on personal aircraft. Dr. J. A. Lewis, chief of the Air Force Research Laboratory, medical director of TWA, and consulting surgeon for Northwest Airlines introduced

the subject by stating that Northwest's oxygen system will enable an airplane to fly at altitudes that can provide oxygen to every passenger as well as the crew.

Col. A. D. Tuck, medical director for United Airlines, commented that this Symposium would only an emergency oxygen tank for the crew with a well-known case for the remainder and oxygen bottles for passengers who might need them.

Commenting that, M. F. Vukobratovic, research engineer at the Boeing plant, pointed to the need for "emergency oxygen" in case of an emergency situation which only one is employed in the design, because the operating cost and all the time in getting to the "altitude of the airplane."

"Personal Safety"—Persons such which would require to fly 10,000 feet higher than existing altitudes were discussed by Dr. J. A. Lewis, chief of the Air Force Research Laboratory, medical director of TWA, and consulting surgeon for Northwest Airlines introduced

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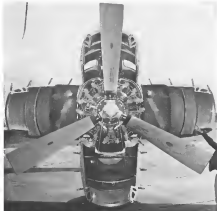
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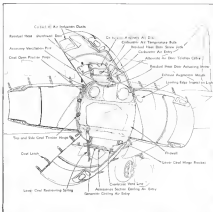
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NEW WAF: Each panel of cooking can be opened individually, bottom and side segments spread out 60 deg., top 75 deg. Engine is exposed from rear to firewall, to which coal panels are attached.



HOW IT'S DONE. Upper and lower panels carry steel secondary installations. Rabbles strip between second and third tracks a safe contact with engine belts and minimize vibration.



OLD WAE: Usual coal requires section by section removal to get surface liability comparable to suspended. Here then, less cut loss.



RESULT: Smooth, close lines of new needle vs. apoplast. Lathes between (vs.) segments are flush. Conventional flares are absent.

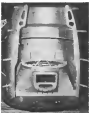
Modern Cowl Design Saves Operators Time and Expense



TOP PANEL: Triptic tube to operate mill will lead down (l. to r. at bottom) has been replaced with wireguide (see sketch).



COWL BOTTOM: Built in a fresh soap
to oil emulsion. Accretion can be picked up by
boundary layer that is clean water surface.



TIP PANEL REMOVED: Shows air vent and accessory thread. Rectangle is carburetor air inlet; screws on left below.

striving to offer airline customers savings in expense and time to make possible greater utilization of the airplane, Consolidated Vultee Aircraft Corp. presents to the fangs of the "insurance" studio of the Common Line an outstanding maintenance and service unit.

While various forms of the nacelle have been used before, the Casco, coming to incorporate all at one design offering quick and complete engine accessibility. A four-panel, full-circular structure, it holds what has to be a massive. During the power section maintenance is built in the nacelle shell, so that when the cowl is opened over the ducting a cut of the field of work of the mechanics.

† To induce vibration, each panel is mounted on rubber bushings at four small support points, and vibration of these rubber mounts (except those for the lower panel) drives panel movement during closure.

coverage is maintained, except for a reduced

Other seals between individual packs are held in radial retaining strips by a 4 in. lead rubber ring.

• **Covering is fastened** in closed position with track-type latches. Panels are drawn together by an over-center device (adjustable to compensate for manufacturing tolerances and wear), and additional cap action pulls spring-loaded steel pins of one panel into adjacent panel for alignment. Latch handle is *double-latched* via *push-button*.

• Short levers support up and side loads in open position for ground steering, since the large levers head is not designed to exert sufficient force to hold these actuators against high wind. Ball end of lever fits into a small socket for easy application, and when stowed, lever is held against panel ribs by means clip.

Bottom river panel ends on the ground

and is protected by a standard steel mesh bar
for safety.

Because bottom panel is the one most frequently removed, hinges on this section are fitted with quickly removable flathead screws. When panel is removed, flathead screws are taken off by removal of hinge and nut.

With panels open, all hinges except those on top section are exposed, and there are accessible through doors on a shelf between foreall and wing.

Cover is fabricated by Balducci Amoretti Co.,
Chico, Yuba, Calif.

An inflatable somewhat similar in design to the Clamnet Loner is stocked on Lockwood's Catalinas. Lockwood's cooling ribs consist of five panels but only the top and bottom segments are hinged at the barrel. Side panels are hinged to the top section and may be opened upward to heat until position with top panel closed, or they may be swung up with top panel and barrel.

Cross Country Stressed in Novel Experimental Flight Course

Success of curriculum test may mean sweeping changes in private pilot instruction leading to plane-*vo* revival.

By ALEXANDER MCKEENEY

A significant experimental flight training program opening this month at Ohio State University, Athens, Ohio, will be closely watched by aviation educators throughout the country, as a test of new ideas about teaching cross-country flying and emphasizing the ability of the airplane along with the ABCs of flight.

Developed in cooperation with third region CAA personnel, the flight training project will teach 150 students under new curriculum. For comparison, said, 110 others who will take standard private pilot flight curriculum, and in addition, will make a short transport cross country flight to be checked by flight instructors stationed at all three airports who will observe student time and judgment in landings and take-offs.

New Curriculum.—The new curriculum is aimed at several situations of each flight training program in standard flight landings, take-offs, cross-country, and general flight training, and allowing the time consumed in additional cross country training and storage field equipment. It has been set up as a requirement for all the CAA-recognized clubs, held in Chicago last spring calling for such an experimental course. (Aviation News, March 31).

The new plan provides for approximately 40 hours of instruction, divided into flight ground, instrument, and flight instructor's requirements in addition to student and instructor supervision.

Improved Flying.—While the new teaching method is aimed generally at improving cross-country flying ability of the student, it is predicted that the course will at the same time improve the student's or instructor's and demonstrate that he is more capable than he would be under the standard flight course of "flying blind" of his plane.

It is noted that the instructor must shift, spin, maneuver combination and other "air exchange" flying at extremely important and necessary for safety, but is now considered to be a cross-country, and that the instructor needs flying as transportation, putting a "no level with self-automobile operation."

In the first hour after flight period the

student will instruct will make a cross-country flight to a storage field, and there the instructor to answer student's questions and practice single and level flight and basic turns on return flight. Several and third hour will make a work of such possible trip, with emphasis on the use of such equipment as rectangular cross with traffic pattern, following student with road instruction in cross-country flying.

Fourth and fifth hour will be used to continue to use other strong flight making landings at the storage field, and doing so work in their theory. Sixth and seventh hour will be used to make cross-country to the same field, in different ways.

CAA Cooperation.—Charles E. Cox, Jr. stated in the third region CAA advisory group in charge of present flying development has been working closely with the Ohio University curriculum in developing

the experimental course which is regarded as a liberal comparison between the advantages of complete education of flight instructor in standard level flight, spin, take-off, spin, and general flight landings and the more intensive group which aims that all first year be stressed in the flight curriculum.

The experimental course if it works out successfully, may revolutionize the flight training procedure now in use at flight schools throughout the country and radically eliminate present plane-*vo*.

It is pointed out that the trend in flight instruction since the private pilot flight training program, and now in the postwar CAA training course, has been one of conservatism at the expense of innovation at the latest airport except for improved cross-country flight. The new trend on the contrary emphasizes the cross-country aspects and the instructor is urged to try to reduce his expenditures for teaching the student's cross-country, cross-country, and navigation by practical demonstration. The instructor is urged to use various types of fields including airfields, fields with great terrain, cross-country fields, and back the student home and where to turn, how to approach a gas pit, and make practical suggestions about how to overcome the more prevalent difficulties of present plane level.



ATTENTION-GETTER

Everyone seems to snap airplanes from the old one of this model B-17. At Lacey, an aviation owner of Milwaukee, Wis., near Portland, bought it and had it repaired after the plane became, he says, "a piece of junk." It was a great aircraft of Boeing and its plane. It also attracts dozens of customers who, while their cars are being serviced, can sit through the plane via a ramp. Lacey says that when he has closed his purchase price, he will take the plane and turn the entire over to the state as a monument. On the plane is mounted a plaque that reads "This B-17 is dedicated to the 40th anniversary of the U.S. Armed Forces who served so valiantly during World War II."



Separated from craft, the freight container—equipped with wheels and tow bar—becomes a cargo trailer to its ultimate destination.

Miles' New M. 68 Has Roadable Cargo-Hold

Designed for quick turnaround facility, British light air-freighter has fuselage readily detachable for use as trailer.

The much-praised feature of reusable aircraft fuselage brought bold and real interest has been simply and ingeniously achieved in the new Miles M. 68, which recently made its first flight. To insure ground handling and to speed shipment of air cargo, the British design gives additional safety in the least configuration of its fuselage—the one-once-only load-bearing Miles Aerobase.

Freight Trailer.—Essentially, the M. 68 is an airplane stored in a chassis for a detachable container 16 ft. long by 4 ft. square, semi-enclosed in a 1,500-lb. period for a total air weight of 400 lbs. at a cruising speed of 130 mph. Location of the rest is between engine and special lift fuselage being. Use-facility of the container contains may be further enhanced by varying the rear's dimensions and internal arrangement to meet specific customer requirements in various industries for addition to conventional cargo handling, airplane is used for transportation of re-

frigerated perishables, and the agricultural use such as lawns during and post control. **Reusable Feature.**—After lifting with movable wheels the fuselage, the freight container is disconnected from the plane, and with two bars is loaded for use as a trailer for transportation to ultimate destination. For quick turnaround facility, the craft may immediately be fitted with another loaded container or may fly without cargo equipment by attaching new landing gear behind cabin.

Operational Advantages.—Putting up the value of an airplane with instant transportation, the design is intended to overcome difficulties entailed in providing protection against excessive handling of special cargo and close control of temperature and humidity conditions.

Thus, with the detachable freight container, container need be loaded and unloaded only once during the overall handling period of cargo to ultimate destination. Weight in a quick move is running the

container over a three-mile before attaching next to craft. Center of gravity check is simply made by observing the balance of the container on its wheels.

The procedure is in sharp contrast with making an transport position-loading to airport, unloading, weighing, loading on truck for carrying to craft, loading into craft, and checking for C.G. position, then more handling at destination airport.

Direct result of the M. 68 experimental facility is to step up actual freight basket load. Expected by the manufacturer is a city-to-city air-freighted from airport (average) speed of about 100 mph.

Design Details.—Craft's fuel capacity is 100 gal., affording a maximum still air range of 1,000 mi. Wing spans a 16 ft., length 18 ft. When open has two wheels.

Power plants are two 100-hp. Blackburn Cheetah Motors. Number of seats is apparently in keeping with the British trend of using more capacity of low power rather than three engines of greater power.



The view of Miles M. 68 shows detachable freight-hold loaded between cabin structure and special lift landing.



After cargo hold is detached, air-freighter is placed behind cabin, and craft is ready for an unlifted flight.

Presenting the SEALAND...



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The Sealand, new 50-horse horsepower, is now coming off Short's production line. It's worthy of your attention wherever you are operating and wherever your aviation purposes. For the Sealand is the most adaptable, universally useful aircraft of its type ever designed. It's just the thing for charter companies and feeder lines. It is readily converted into a freighter, an ambulance, a mobile showroom, or—as equipped as an office—a business man's transport. And it's so light and easy to handle on land as on water.

Getting down to it

Let's have a few estimated performance figures: The Sealand, at maximum maximum cruising power—altitude 5,500 ft.—does 174 m.p.h. In cruise, at 127 m.p.h., it 775 statute miles with full tanks (200 gallons) and 100 lbs. of freight. With less fuel (50 gallons) it will carry 1,000 lbs. of payload, which is roughly equivalent to five passengers and baggage, a range of 450 miles.



The Sealand is refueled in 10 minutes with 100-gal. fuel. Only 30 minutes to refuel to ready and efficiently load out, no special accommodations with field of view.



Passengers will praise the Sealand's extremely designed interior. Seated in available leather chairs in comfortable seating and soft cushions.

Take-off distance is only 325 yds. (at all weights) from water; 370 yds. from land. Landing speed is 40 m.p.h., and cruise ceiling is 5,500 ft.

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AIR TRANSPORT



COHU AT AIR POLICY HEARING

Testifying before the first week's public hearings by the President's Air Policy Commission in Washington, TWA President Laurette T. Cahn, left, agreed with other key airline executives that the government should undertake the cost of developing new transport planes at an estimated \$100 million. Cahn also testified that TWA, president of transportation at Howard Hughes' Federal of Business Administration and former CAB member, and Thomas E. Finkler, right, New York attorney and chairman of the committee. Finkler and Cahn had testified that the witness transportation for the first time policy group, which also includes Henry Ford II, Palmer West, president of the Denver Post, and Arthur Weisskopf, president of DuPont and Eschscholtz.

Airlines Urge Speedy Mail Pay Relief, Shelving of Route Cases

Rickenbacker, Cohn, Monroe, Brophy, Paterson, Slick testify as hearings continue before President's Air Policy Commission.

By CHARLES ADAMS

With a second industry-wide deficit in 1947 rapidly becoming a dismal reality, the airlines have emphasized to the President's Air Policy Commission the urgent need for CAB to get down to business in bolstering the carriers against further crippling losses this winter. Representatives by Air Transport Association president Henry S. Ford and American Airlines board chairman C. R. Smith that a maintenance be placed on further rate increases (Aviation Week, Sept. 22) were not endorsed unanimously by other witnesses testifying before the commission. But all agreed that setting new and higher rates of annual compensation is a part of the industry's need to survive. The airlines called on CAB to take the first step.

■ **No Subsidy Issues**—Witnesses testified that for lines receiving a subsidy, the airlines on rate matters are paid less than a comparable rate for mail carriage. Got old S. Brophy, president of aviation line, stated that mail pay in the fiscal year ended June 30, 1947, represented only 6.45 per cent of the domestic aviation total operating revenue. The company with 35.15 percent in fiscal 1946, 18.15 percent in fiscal 1945, 20.91 percent in fiscal 1944, 24.4 percent in fiscal 1943, and 16.73 percent in fiscal 1942.

CAB should assign an even as long as small rates too low in the postwar period, Brophy declared. He said that restrictive subsidies in early World War II were both profitable and legal under the Civil Aeronautics Act. ■ **Costs Difficult**—Brophy pointed out that it will take changes of Southern California, Capital TWA and West Coast Air Lines have paid out half as much as ready to raise their 1946 losses if they had making money, immediately at the start of the first 1941, when the

industry as a whole turned over \$45,000,000. This does not take into account the further losses suffered by these same companies in 1942.

Following the criticized carrier's plan for immediate action on higher mail rates, the nonaffiliated freight lines and freight forwarders told the commission that air mail subsidies already are being used to finance a cargo rate. Earl Slick, president of Slick Airways, the nation's largest all-cargo carrier, asserted that PCA rate of four cents per pound is preparing to carry freight at rates down to 12 cents a pound, has been getting over \$5 a ton only to carry mail.

■ **Tariff Subsidies**—Adair-Slick and even the 45 cents a ton rate "service" rate paid the major airlines is paid entirely and related to willingness to carry mail at 18 cents a ton rate. He declared that CAB has power to stop an automatic rate rise by suspending the nonaffiliated airlines proposed new rates. If the Board allows these freight rates to go into effect, I doubt very much if we will be in business in six months, he said.

Meanwhile, the post continued to hold among the criticized carriers on the ability of paying Northwest Airlines as having no any domestic passenger line 14 percent (Aviation Week, Sept. 22). T. E. Brophy, president of Boeing Airlines, asserted that passenger lines as well as mail pay must be increased if the industry is to remain financially healthy. United Airlines president W. A. Patterson also is also having several major carriers forced to no mail rate adjustment for the long carriers can be still under the present position, without reaching profitable position.

■ **Against Maintenance**—CAB president G. R. Smith told the commission that the industry is selling its product below cost. He said a 10 percent passenger line increase probably would help all the airlines, pointing out that his company had opposed the idea until 1942, when it was a one-rate case would not be advisable at this time. "Many declines."

TWA president Laurette T. Cahn and Eastern Air Lines president E. V. Rickenbacker had a plan, one of the airlines' representatives. Finkler, according to Rickenbacker, probably would not be able to stand on their own feet with normal mail pay and an act containing anything to the contrary. "Under 180 miles between stops, airlines use locally transporters to bring the planes back to the main line."

■ **Delays**—Mr. Cahn severely criticized CAB's delay in mail rate cases. He suggested that the board take a leading role on new rates, procedures and use its



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Slick-PAA Pact

The American Airlines and Slick Airways have formed up in an unprecedented coalition. Dealt as an agreement which will integrate the former's world-wide routes with the latter's new scheduled domestic services. Slick, which obtained its entry clearance some 18 months ago, will now have added some 100 to 150 new routes to develop cargo business for foreign points. The San Antonio operation with Pan American's New York, Los Angeles, San Francisco and Houston.

Negotiating Beginning Given CAB Approval

Terms of the agreement setting up the airlines negotiating conference to set a beginning representative for 14 certified unions participating in the struggle have been approved by CAB. At the same time the Board made clear that its action in no way constituted endorsement of industry-wide bargaining or approval of the conference as the proper bargaining representative in any specific negotiations with a labor organization.

The conference is designated as the sole collective bargaining representative for all employees of the airlines. It is composed of representatives of the airlines and of the unions. The conference is to be composed of representatives of the airlines and of the unions. The conference is to be composed of representatives of the airlines and of the unions.

Approval of the agreement has been approved by the Air Line Pilot Association and International Association of Mechanics and the general aviation conference would be used by the companies to impose industry-wide or industry-wide bargaining on employees. The union also contended that under the agreement the unions would not be in a position to negotiate with the companies or other and other competing carriers the control of an important part of their business.

CAB said the agreement to set up the industry-wide or industry-wide bargaining and pointed out that industry-wide bargaining cannot be imposed by any party to a labor dispute without the consent of all parties involved. The Board also pointed out that the union's request for the conference of all airlines is not a request for the conference of all airlines.

European Service

Major European cities will be connected by overnight airtel and cargo services throughout the coming winter for the first time since the war, according to the latest national air transport agreement.

SEARCHLIGHT SECTION

EMPLOYMENT • BUSINESS • OPPORTUNITIES • PLANES • EQUIPMENT—USED or RESALE

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Cargo Rate War—Bad Medicine

How can the certificated airlines afford the 12 cents a ton mile cargo rate that four of them propose to put into effect next month?

Our editorial opinion is that they cannot. We have found no responsible air transport executive who believes they can.

From VJ Day until recently the certificated airlines simply kept their peace on the matter of competition from independent cargo and charter carriers conducted by ex-GIs with surplus equipment. For a time there were hundreds of them. There was even reason, from a dollar and cents standpoint, why the old line carriers were justified in going into the public prints about unfair competition.

But they graced the public opinion with and kept silent. The majority of the independents folded under their own merciless competition. There are few left; but those few have proved their ability to operate with low rates. This has allowed some of the major carriers and they have launched a better campaign which appears to be designed to eliminate the independents in soon as possible.

Early in July, *Shick Airways*—largest of the independent cargo operators—filed a tariff with CAB setting an average airfreight rate of 123 cents a ton mile to be effective Aug. 1. A few weeks later, 19 certificated airlines cut rates 25 percent, effective Aug. 1, so that their charges now range from 34 to 21 cents. Other unaffiliated all cargo lines restated with tariff ceilings about 12 cents a ton mile. For a time this appeared to be the best on which competition between the certificated and unaffiliated lines would be carried on during the foreseeable future.

Now, however, American, United, Western and PCA have filed tariffs with the CAB which, effective next month, would go as low as 12 cents, undermining all the major unaffiliated carriers on shipments below 1,000 pounds.

Earl Shick, president of *Shick Airways* and head of the Independent Airfreight Association, told President Truman's Air Policy Commission that he doubts if any of the independents can last another six months if the new

rate rates filed by the four airlines are allowed to go into effect.

This is good, in the opinion of those who feel the long established airlines should have no competition but their own. Granted, that is increasing steadily.

But we feel it is not good for the few remaining independents, operating without government assistance to be throttled.

How can the airlines, which charge an equivalent of 30 cents a ton mile for passenger charge 12 cents a ton mile for freight? The airlines receive from the government from 45 cents to 55 a ton mile for mail, which requires no sales or solicitation expense. Yet almost all are seeking higher mail rates.

Moreover, one airline, Northwest, has filed to increase its one-way passenger fares 10 percent, and others may follow suit.

If this drastic cut in freight rates will make money for the airlines, then we have no objection. The public will be receiving better service at less cost, and cargo profits would lead to further public savings in lower mail rates.

But the matter appears to be a rate war on the independent airlines, financed to considerable extent by government aid and pay which the unaffiliated carriers do not enjoy, and conducted at a time when the Post Office and passengers are being approached for higher rates.

The airlines of this country have no stronger defender than *Aviation Week*. But it appears to us that a suggestion of the established industry has made an unfair transfer and credit crisis in strategy in its own argument position. The transfer could hardly have been worse. The industry needs all of the friends it can summon to its aid.

The truth at this point seems almost certain to be a change is afloat in not only in public opinion but in government agencies which control the destiny of the industry. Although only four firms have initiated a drastic and seemingly unprofitable campaign against the independents,—which they can hardly afford to carry out indefinitely—the whole air transport industry is in a state of flux. This change toward the industry is already apparent in a few places in official Washington. It is obvious.

ROBERT H. WOOD

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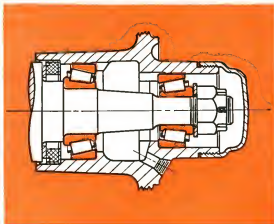
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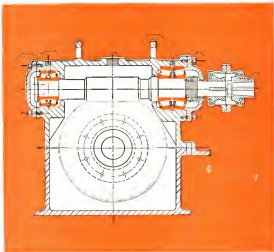
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